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# RIVER CURRENTS

FEBRUARY 1975

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## DOING THE DO'S

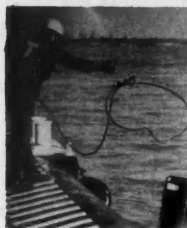


Don't buy it \* Use it again \* Ban DDT \* Fight the SST \* Stop ABM \* Starve a rat \* Turn off the light \* And that faucet \* Buy a small car \* Ride a bike \* Try walking \* Report a polluter \* Go to planning board meetings \* Pick up that cigarette pack \* Know your rights \* Love thy neighbor \* Change some laws \* Plant a tree \* Plant a thought \* Love your country \* Don't leave it, fix it up \* Stop at two \* Learn the facts about birth control \* Adopt the third \* Think about abortion laws \* Return your empties \* Vote for sewers \* Just vote \* Consider your grandchildren \* And yourself \* Vote accordingly \* Get the lead out \* Don't believe simple answers \* Ask how \* Ask when \* Be nice to your environment \* Inhale the lovely sulphur dioxide \* Breathe in that wonderful carbon dioxide \* Wipe your eyes \* Get mad \* Stop erosion \* Boycott alligator products \* Don't wear leopard \* Think what might be \* Ask why not \* And find out why

Now there must be something you can do!!

\* Recycle this to a friend

—Courtesy U. S. Dept. of Education



### Our Cover

Coast Guard River Cowboy DC3 Mike Skinner, lassos a buoy aboard the CGC Kikapoo.



Lieutenant William H. Boland receives Achievement Citation from Second District Commander Rear Admiral G. H. Patrick Bursley.



CWO Paul A. Roberts get the Achievement Medal pinned on by Rear Admiral G. H. Patrick Bursley.



Rear Admiral G. H. Patrick Bursley presents Achievement Citation to CWO Edward Gardner.

## THREE RECEIVED MEDALS

by Dale L. Puckett

ST. LOUIS, MO. — Three district staff officers received personal awards during February at ceremonies held by Rear Admiral G. H. Patrick Bursley, Commander, Second Coast Guard District.

A Coast Guard Commendation Medal went to Chief Warrant Officer Paul A. Roberts and Achievement Medals were received by Lieutenant William H. Boland.

CWO Roberts award was the result of his work on the district's 27 station VHF-FM Communications network. LT Boland and CWO Gardner's awards recognized their contribution to the Second District's "Half Boat."

CWO Roberts' work spanned the full range of activity from design of systems and supervision of major installations to repair of inoperative equipment.

"Through exceptional professional competence, initiative and perseverance, all tasks were accomplished in minimal time, resulting in savings of man-hours and funds," his citation read. "Through his efforts requiring long and arduous hours on temporary additional duty assignments, suitable antenna support structures were located and owners contacted. His ability to handle complex lease negotiations with land and tower owners, requiring correlation of many details in a timely manner, contributed significantly to the successful completion of this project.

"Chief Warrant Officer Roberts' ability to plan and execute all phases of electronics projects demonstrated an outstanding ability for providing the most effective utilization of critical manpower and financial resources. His leadership and ability and professional attitude inspired personnel under his direction to perform to their full capacity," his citation signed by the Commandant of the Coast Guard said.

Both boating safety branch officers were cited for demonstrating their outstanding ability, ingenuity and competence.

"He gave willingly of his own time and talent and tenaciously pursued the objective of creating an eye-catching, effective educational tool,"



the citations read. "You established a close working relationship with various marine dealers and manufacturers that ensured an inexpensive yet particularly interesting and informative display.

"The showing of this display at many boat shows around the nation will bring the safety message to thousands of recreational boatmen. Your diligence, initiative and aggressiveness in

this assignment are most heartily commended and are in keeping with the highest traditions of the U. S. Coast Guard," the citation concluded.

Lt Boland conceived and followed through to completion the building of "Half Boat." CWO Gardner coordinated and assisted in all of the design and construction work.



## The Straight Skinny On

# COMMISSARIES

### Editor's Note:

Within the past month, various civilian news reports concerning commissary benefits for retired and active military personnel, have been misleading. This report from the Department of Defense may help to clarify most of the erroneous information.

With the President's submission of the fiscal 76 budget request, the future financing of commissary operations is now up to Congress.

If passed as submitted, the fiscal 76 budget request will require an increase in prices or surcharges to pay commissary employee salaries and commissary utilities overseas. With these funding restrictions, CONUS commissaries will be basically self-supporting, and overseas commissaries will be similarly self-supporting except that appropriated funds will pay for the transportation of commissary goods from a CONUS port of embarkation to the overseas commissary.

DOD is currently studying commissary operations to develop the most efficient method of operations under the new rules. Department of Army is studying methods that will pay these operating costs and retain the maximum attainable price advantages for customers.

According to present plans, the transition to self-supporting commissaries will start showing up in commissary prices during the second half of 1975 and be fully implemented within one year.

While there has been speculation that a twelve per cent surcharge would be necessary, no fixed percent has been determined.

Commissary patrons are now saving about 24 per cent in comparison to commercial supermarkets, according to triennial commissary surveys. These surveys are based on 89 items selected by the Bureau of Labor Statistics as a typical shopping list. The impact of each item is adjusted, again in accordance with the Bureau of Labor Statistic techniques, to reflect the quantity of that item that an average family would purchase. These surveys are closely controlled to ensure equitable comparisons. For example, identical items are compared and

the survey uses shelf prices only. Sale prices are not included.

Previously, for a 76-cent purchase in the commissary, a Coast Guard family would have paid \$1.00 for the same item in a commercial supermarket. Assuming that there is a 12 per cent surcharge increase, that same purchase will cost 85 cents in the commissary as opposed to \$1.00 in the supermarket. So, even with the proposed increased surcharge, the Coast Guard family will still save money by shopping in the commissary.

Commissaries have been a part of military life since 1867 and originated when military installations were located in underdeveloped portions of the United States. When originally established, they sold only a few basic staple-type items. Today they have developed to the extent that their stockage closely parallels that of commercial supermarkets. Since commissaries will still provide significant savings, they will remain a valuable benefit for active duty, retired and other authorized patrons and their families.



The Coast Guard Welfare is a Coast Guard organization serving the needs of Coast Guard personnel. Its primary purpose is to provide assistance to Coastguardsmen who experience critical or urgent non-recurring financial problems. The Welfare Fund is not inexhaustible and without continuing income from annual donations the fund will eventually run out and Coastguardsmen and their families will not receive the help they really need.

Funds received from membership contributions furnish aid to active duty and retired Coastguardsmen and their dependents in the form of housing loans, educational loans or Welfare loans and/or grants when financial emergencies arise. Membership contributions provide funds essential for the continuance of the Welfare program. During 1974, the Second

## Mr. C.G. WELFARE MAY BE ON THE CRITICAL LIST

Coast Guard District Welfare made 105 loans totaling \$22,580.50 and disbursed \$1,000.00 in grant money.

One dollar of income from contributions does the same work as twenty dollars in invested funds. It is extremely important that all hands understand the value of their contribution to the Coast Guard Welfare fund. One hundred per-cent participation is an appropriate and desired fund raising goal. All personnel should contribute. There is no minimum on contributions. A membership card will be issued to those contributing to the campaign regardless of the amount contributed.



# ENLISTED OFFICIAL VISITS DISTRICT

by Dale L. Puckett

New ideas in enlisted personnel administration were the topic of discussions held between Commander Martin Daniell, Assistant Chief of the Enlisted Personnel Division at Coast Guard Headquarters and a panel of enlisted persons assigned to the district office.

Participating in the panel were: BMCN David Miller, SEA; SSCM Patrick Ponseti, recruiting supervisor; YN1 Jim Steinkamp, District Personnel; BM2 Bill Cobb, HRC; and SNYN Lori Schrock of RADN Bursley's office. The discussion was video-taped and will be shown to district units when possible.

CDR Daniell briefed the panel on the latest changes before opening up the hour to questions. He represents one of headquarters largest divisions, including 35 officers, 15 enlisted, and over 50 civilian employees. His division had direct control over the administration of all enlisted advancements, schedules, discharges and retirements.

## COMMUNICATIONS

He emphasized the importance of communications with his division to the enlisted man in the field and put in a plug for Hi Line a special quarterly addition to the Commandant's Bulletin.

"Hi Line is designed to find its way to every member of each command in the service and has articles concerning career prospects in all rating fields," he said. "Insist on seeing Hi Line."

CDR Daniell also re-emphasized the importance of every individual's Form 4526. "Make sure your form is up to date. It's accuracy is your responsibility. Make sure it reflects everything you have earned."

## CUT OFF CHANGES

The new policy for setting the cut off for advancement to the three top enlisted rates was unveiled to Second District personnel during the panel discussion.

"Projecting one year ahead is difficult . . . for both the service and the man. Starting with last September's servicewide, our new policy is in effect," he said. "The cuts announced in December for E-7, E-8, and E-9, are for a six

month period. There will be no promotions below the cut. Not every one above the cut will be assured promotion, but, he will be some time during the year.

"The cut will be revised in July. During the second half of the year if you are below the cut you won't be promoted and must go ahead and take the exam again. In the past promotion below the cut and heavy carry overs were common," Cdr Daniell said. "These changes will allow our career enlisted men to decide their course of action with regard to retirement, advancement to warrant, etc., with some degree of certainty."

Incentives were another topic discussed during the hour. "We are guided by DOD policy. They say that efficiency pay overlaps the selective re-enlistment bonus too much and have taken the money from one pot and put it in the other. The Coast Guard is also moving in this direction.

"Special duty assignment pro-pay for recruiters and intelligence people will probably continue," Cdr Daniell said. "An important thing to remember is that the selective re-enlistment bonus program is re-evaluated annually in January and February. This year's evaluation will be announced in March and is based on career force shortages. These shortages are the ones that show up in the total number of people serving in a particular rate beyond the first enlistment term."

## CAC

The centralized assignment control (CAC) program was another area for discussion. "We have the policy that CAC promises equities across the Coast Guard and over an entire rating with regard to assignments. It will provide equity in the U. S. and out, equity between shore and sea duty, and equity between desirable and undesirable sea and shore duty," Cdr Daniell explained. "With CAC it is very important that your form 4526 be kept up to date. We read it and consider it very carefully and we ask your command to comment on how your transfer will effect their operations. By all means when you reach the two and a half year point afloat or the three year point ashore . . . renew your form 4526 and call your detailer on the phone to find out what is available.



He reminded panel members that everyone's name is in the personnel division computer and no one can hide. "It's better to have a form telling us where you want to go. If you don't, we'll assume that you do not care where you are sent."

Cdr Daniell urged all enlisted personnel to pick a career field within their rate and make sure their qualifications are listed. "If you have an on the job qualification or a class 'c' school qualification, make sure it is entered in your service record. If it is, it will be a lot easier for you to get back into your speciality if it is necessary to transfer you out of it. If you are interested in becoming an officer-in-charge ask to be assigned as the executive petty officer."

The enlisted personnel division is thinking of establishing an enlisted evaluation system, especially for the higher rates, which is the same form as the officer evaluation system. This will allow detailers and personnel officers to identify people with special qualification for special programs, ie, recruiting, intelligence and others where extensive contact with the public can be expected.

"We are looking toward the development of a comprehensive billet classification within the qualification code system which will classify the actual requirements of every billet in the service," he said. "By doing this we will know the actual requirements of every billet in the service. We'll know which specialities are required at which station and will be able to match the requirements."

Also in the wind is a microfilm record system with automatic data retrieval. "This should improve our service to personnel," Cdr Daniell said. "Then through better manpower management techniques we hope to improve the structure of your ratings."

"One of our big success stories has been in the SS rating," he said. "We swapped some billets,

analyzed the rating and restructured it. By doing this, we have improved the advancement opportunities by about 95 per cent. We hope we have established a logical sound base at the bottom of the structure will will allow a worthwhile pattern for career advancement."

## WOMEN

With regard to women in the service, Cdr Daniell was optimistic. "I don't believe there is any prospect of seeing women on isolated duty or at sea," he said. "It is a problem of habitability on our ships. We just don't have the money to remodel them . . . at least not in the immediate future."

"It is a pilot program, even younger that CAC, and there are still some problems to be worked out," Cdr Daniell said. "The plan now is to take women into our ratings in the Coast Guard until the point where they would reduce the sea/shore ratio for the entire Coast Guard."

"That ratio is now 1/1.7," he said. "The most effect will be felt in the ratings where the ration is high. In the yeoman, rating, for instance, the present ratio is one to five. Women will be allowed to enter that rate until the ratio becomes 1/1.7."

Cdr Daniell added that this division is coming pretty close to opening the aviation ratings to women. Still to be worked out are some problems concerning heavy work in unloading logistics aircraft and accomodations in other planes.

His trip here to visit with the group commanders and the enlisted panel is part of an improvement program within the personnel division at headquarters aimed at getting grass roots understanding of personnel policies from the people those policies effect . . . the men and women of the Coast Guard.

A Public Service of This Magazine & The Advertising Council



**Put your  
heart in the  
right place.**



**Red Cross.  
The Good  
Neighbor.**

I stand in the pastel hues of a hot summer's day in a beautiful forest amid fern, flower and vine, and feel glad that I was created by the One who created this forest, the mountain and the sea. Sometimes, I feel I was there when it all began.

Read about the excellence of God's works in Psalm Eight. It's in The Bible, and that's



**"WHERE IT'S AT"**



A FEW MORE AND THE MAP WILL HAVE THE MEASLES. Commander Merrill K. Wood, Director of Auxiliary for the Second District points to the

location of a few of the auxiliary planes available for district use.

## AUXILIARY AIR ARM IN SECOND DISTRICT

by Dale L. Puckett

"In light of the heavy barge traffic on the Ohio, especially the large number of tows carrying petrol cargos, we had a potentially explosive situation on our hands.

"Admiral Owen W. Siler, then District Commander and now Commandant of the Coast Guard asked if there were any Auxiliary planes that could run a patrol that morning. At the time there were no Auxiliary aircraft available in the area, so he went to the Civil Air Patrol for help." RADM Bursley said.

"We started beating the drum at Auxiliary

conferences to find aircraft for an Auxiliary aviation flotilla on the Western Rivers. There was precedent. Of the 1316 Auxiliary flotillas in the Coast Guard, five are air flotillas. One of the five is located in the Second District at Chattanooga," he said.

The flotilla members in that Southern City have been flying weekend sundown patrols during the recreational boating season for the past several years. The pilots fly 100 miles in both directions from Chattanooga along the Tennessee River looking for boaters in trouble.

If trouble is spotted they contact a Coast Guard Auxiliary boat by radio and send



assistance. They also have direct access to Second District Coast Guard units through the new VHF-FM Communications network.

Even though Chattanooga is the only organized flotilla at present Auxiliary aircraft in Memphis, Tenn., Tulsa, Okla., Minneapolis, Minn., Kewanee, Ill., and Richmond, Ind., are available for Coast Guard missions.

"As a matter of fact the Second District Operations Plan provides for the use of Auxiliary aircraft, if authorized by the District Commander," said Commander Merrill K. Wood, Director of Auxiliary for the District.

Since the beginning of the year the aviation program has been growing. "In the past the Second District hasn't been accustomed to thinking in terms of aircraft capabilities," Cdr Wood said. "That is changing rapidly."

"The prototype of a continuous operational program was started in December when the operations division asked the Auxiliary to provide air support for ice surveillance missions.

"The flights are helping the Coast Guard learn more about its job in the midwest. By learning when the ice jams break up, operations personnel will be able to determine more accurately when to start setting buoys for the spring barge traffic," Cdr Wood said. "The aerial missions are also giving us a better perspective of our flood relief work in the Spring."

In the future Second District officers hope to fly the skippers of all 22 river tenders over their

areas of responsibility on a monthly basis. They feel that this will in turn give the officers-in-charge a better perspective on their own jobs.

Everyone is optimistic. LCDR John Burke, Western Region Auxiliary Director, said "I foresee as many as 20 to 30 missions per month for Auxiliary aviators in the future," he said. "There is outstanding motivation involved. These people love aviation and they love boating. This creates a desire within them to make their talents available to a humanitarian service like the Coast Guard."

Our new Auxiliary member is a regular Coast Guardsman. Chief Warrant officer Frank Self who is assigned to the Marine Safety Office in St. Louis is enthusiastic. In fact, he hopes to bring the 23 members of his civilian aviation group and their planes into the Coast Guard Auxiliary.

The major limitation on the program is the need for pre-planned use made necessary by the fact that most auxiliaries are already employed and need advance notice to get off work, etc.

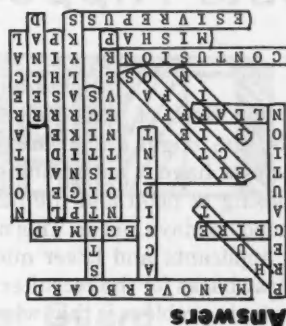
But, despite this fact more and more District officers are beginning to realize the potential of Auxiliary aviation. The Marine Safety Division with its many Captain of the Port and Marine Environmental Protection missions spread along over 6,500 miles of navigable riverway is the latest to look into the possibilities.

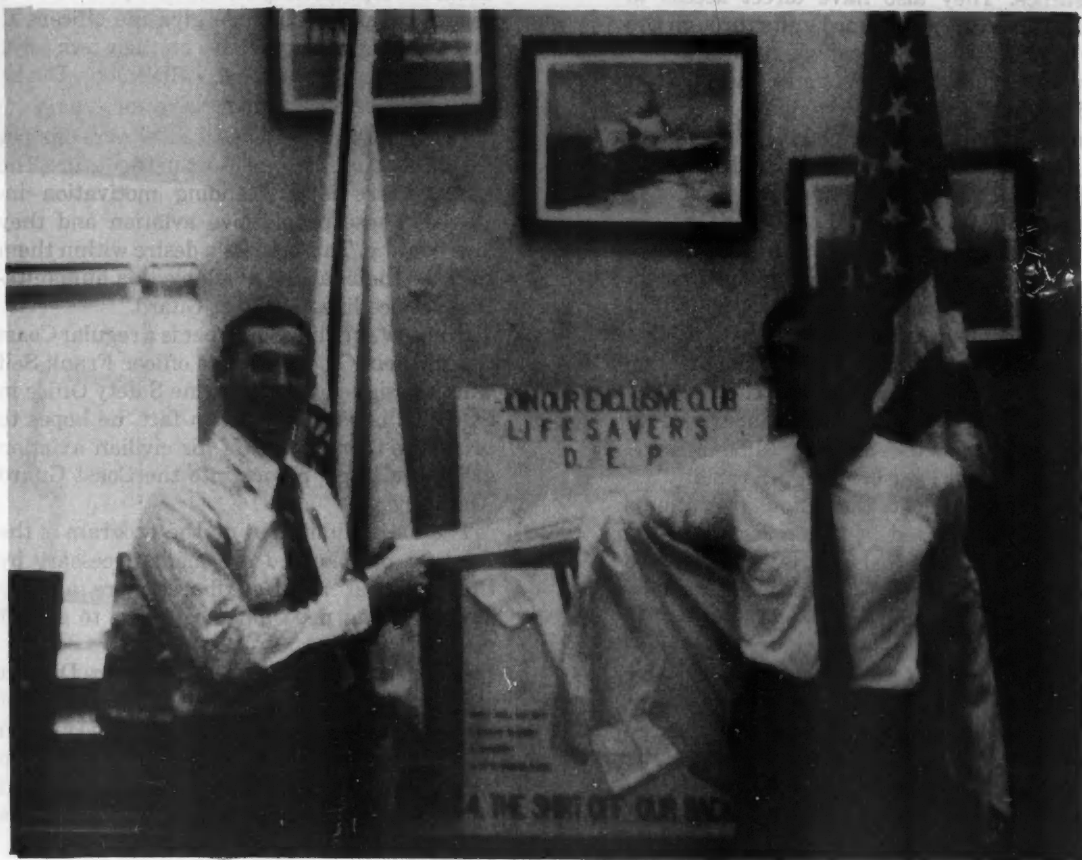
No matter which division benefits from the aviation capability, the Auxiliary itself is the real winner.

**DOWN**  
and  
**UP**

## Safety Quiz

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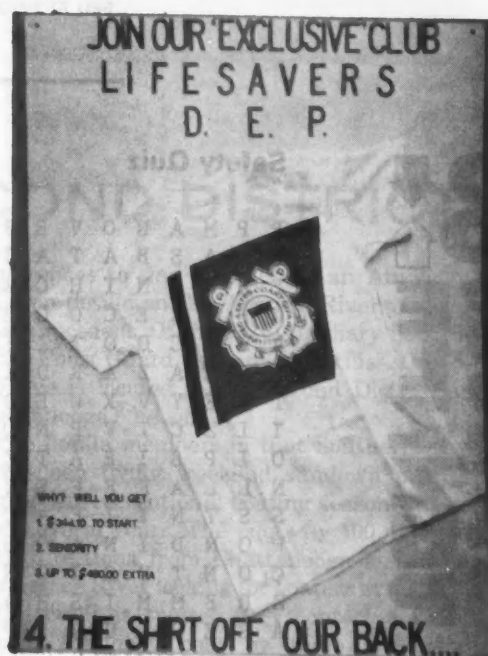
AD2 Bob Crowder gets his shirt ripped off in a new program initiated by Coast Guard Recruiting

Office Denver, Colorado.

## Mile High City Recruiter Gets Ripped Off

In this time of vast unemployment and layoffs, one might think that the recruiting offices now have it made; and that the offices are closing at noon and the personnel taking extended holidays, not so. This new situation of more applicants and lower quotas, has some real drawbacks for the recruiter.

The main problem, is that when a young man or woman steps into a recruiting office, they want to enlist in the Coast Guard as soon as possible. With more people applying, and the decreasing budget, the offices can only enlist so



many applicants a month. So up pops that infamous "waiting list" again. In order to accompany these stalwart applicants that have decided to wait, the Coast Guard has started a program that enables a young man or woman to enlist now and go later (up to a full year). This is called the delayed enlistment program, or DEP as its known in the recruiting circles.

Now what can a recruiter do with this new motivated member of the greatest organization going? We knew that the DEP applicant could be used to aid us in recruiting, and that he could

actually be one of the best means of advertising available. When they enlist in the DEP, we give them the shirt off our back, by presenting them with a T-shirt that has the Coast Guard racing stripe and inscribed with Lifesavers, Denver, Colorado. The T-shirt is our means of getting the Coast Guard out to the public.

HMC Carl T. Aaron, Officer In Charge in Denver said, "the program has worked well. The Coast Guard T-shirt gives the recruiters a better means of advertising the Coast Guard to the young people of today."

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## Did You Know ?

**Did You Know** — The nation's oldest continuous sea-going military service, the Coast Guard, has 37,000 military personnel serving throughout the world.

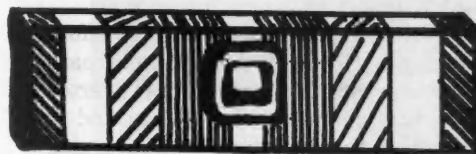
**Did You Know** — The Coast Guard maintains more than 45,000 aids to navigation in coastal and inland waterways. They include 200 radio beacons, 200 major lights, four lightships and about 26,000 buoys.

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SN Stephen P. Abraham, and BM1 Harold M. Henry fighting the fire. EM2 Larry J. Granstaff who spotted the blaze at 0403 is on the nozzle.

# RIBBONS FOR MEN OF THE CGC FORSYTHIA



**Coast Guard**

**Unit Commendation Ribbon**



GREENVILLE, MISSISSIPPI — Rear Admiral G. H. Patrick Bursley, Commander, Second Coast Guard District visited the Cutter Forsythia here February 26 and presented the Coast Guard Unit Commendation to 17 members of the crew.

The Citation, made on behalf of Coast Guard Commandant Admiral Owen W. Siler, praised the exceptionally meritorious service of the crew on July 1, 1974, when they extinguished a fire aboard the motor vessel Washington on the Mississippi River. The towboat was approximately 34 miles of Greenville, Forsythia's homeport when the fire broke out.

Forsythia, on a routine aids to navigation patrol at time time, was moored at mile 511, Lower Mississippi River. It was early morning when the bridge watchstander sighted the Washington completely engulfed in flames and drifting downstream out of control.

Within five minutes the Forsythia had launched a small fire and rescue boat to investigate and search for survivors. While the Cutter was preparing to get underway radio communications and traffic control for other vessels in the area were immediately established.

When it was determined that all crew members of the burning vessel were accounted for and safe aboard grounded barges approximately two miles up river, the Forsythia retrieved her small boat and proceeded at best speed to intercept and secure the burning ship.

"Disdaining the imminent dangers and without regard for their own safety, Forsythia's crew began combatting the flames while their vessel was being maneuvered alongside the flaming towboat," Admiral Siler said in the Citation read during the presentation. "Using foam and water, the fire was brought under control and extinguished before the 100,000 gallons of fuel oil in the vessel's tanks could explode.

"The professional coordination of effort, perseverance and fortitude of personnel aboard CGC Forsythia throughout the ordeal averted great potential danger to the ecology and to other vessels in the area. Their initiative, skill and devotion to duty were in keeping with the highest traditions of the United States Coast Guard," the Commandant said.

The men can now wear the Unit Commendation Ribbon with Operational "O" Device attached.

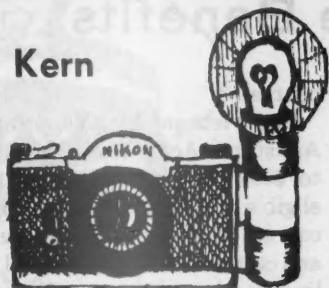
Chief Warrant Officer R. W. Goodridge is the Commanding Officer of the river tender.



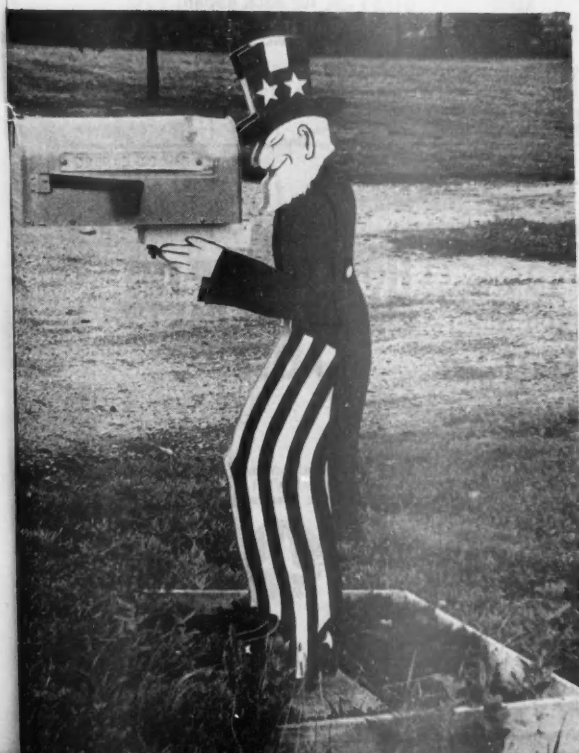
DC2 Dale E. Hutchinson pours water into the M/V Washington.

# Photographer's Page

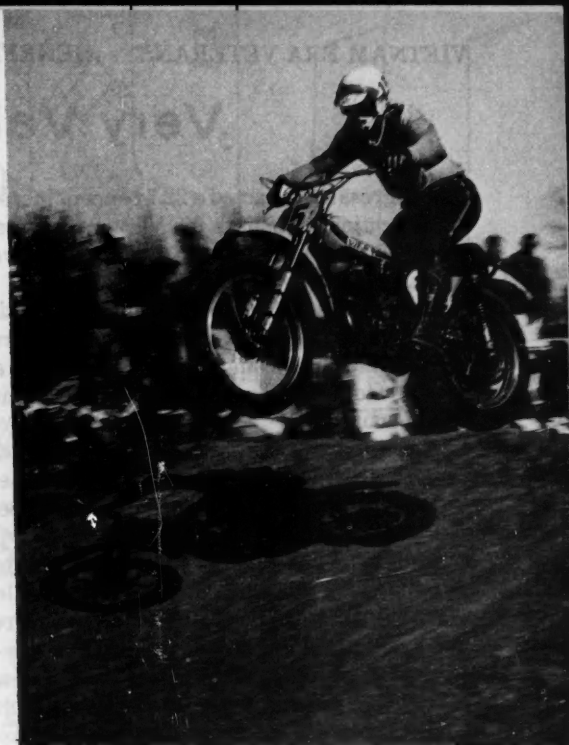
by PAI Chuck Kern



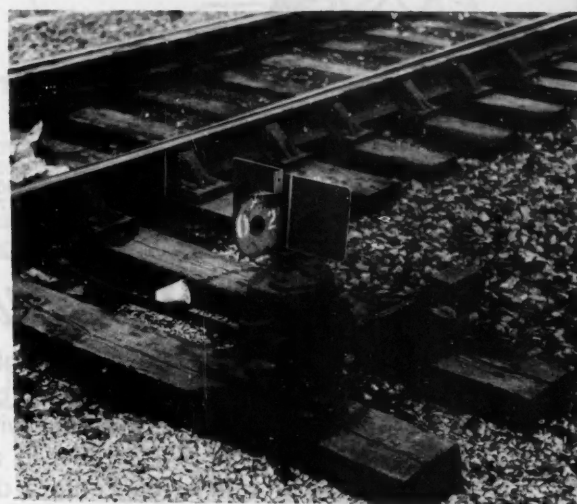
Wooden lift bridge in Trondheim, Norway



Uncle Sam mailbox somewhere in rural America



Joel Robert making a jump during an international Moto-cross at St. Peters, Missouri.



Railroad switch in south St. Louis, Mo.

## Very Valuable Benefits

Congress has enacted a 22.7 per cent increase in educational benefits for Vietnam era veterans. The rate increase was made retroactive to Sept. 1, 1974.

The increase is for veterans pursuing institutional, cooperative or farm cooperative courses on a half-time or more basis. Included are wives, widows and children pursuing institutional courses.

The act also provides nine months of additional entitlement for certain veterans to use in pursuing a standard undergraduate degree.

The new law increases benefits by 18.2 per cent for veterans who are receiving vocational rehabilitation training, institutional on less than half-time basis, flight, PREP or correspondence courses, or receiving apprentice or on-the-job training. The 18.2 per cent increase also applies to active duty personnel pursuing an education program and to wives, widows and children pursuing cooperative courses, or receiving apprentice or on-the-job training. The smaller increase applies to wives and widows pursuing correspondence courses and for eligible persons pursuing full-time restorative

courses.

The Vietnam Era Veterans' Readjustment Assistance Act of 1974 also authorizes loans up to \$600 per academic year to veterans and eligible wives, widows and children pursuing courses on a half-time or more basis at colleges and certain below college level institutions. The loan provision becomes effective on January 1.

The tutorial assistance program for veterans and active duty members has been liberalized, increasing the monthly rate to \$60 and the number of months available to 12.

The act also allows up to six months of refresher training benefits for persons to update their knowledge of advances in their occupational field which occurred while the veteran was on active duty.

Specific implementing details are now being worked out by VA officials. Beneficiaries will probably receive one check with the retroactive pay covering the September through December period. The January check should include the new increase.

For full details, contact your local VA office or representative.

Type of Program	No dependents	One dependent	Two dependents	More than two dependents
The amount in column IV, plus the following for each dependent in excess of two:				
Institutional:				
Full-time .....	\$270	\$321	\$366	\$22
Three-quarter-time .....	203	240	275	17
Half-time .....	135	160	182	11
Cooperative .....	217	255	289	17

### *Sign in a county liquor store*

Since you cannot refrain from drinking why not start a saloon in your own home? Be the only customer and you will not have to buy a license. Give your wife \$55 to buy a case of whiskey. There are 240 drinks in a case. Buy all your drinks from your wife at 60 cents a drink and in 12 days (when the case is gone) your wife will have \$89 to put in the bank and \$55 to buy another case. If you live ten years and continue to buy all your whiskey from your wife and then die in your boots, your widow will have \$27,085.47 on deposit . . . enough to bring up your children, pay off the mortgage on the house, marry a decent man and forget she ever knew a bum like you.

### HOW TO KEEP THE LIFE OF THE PARTY ALIVE.

For more information, write to:  
DRUNK DRIVER, Box 2345  
Rockville, Maryland 20852





# Seaman Scufflebait

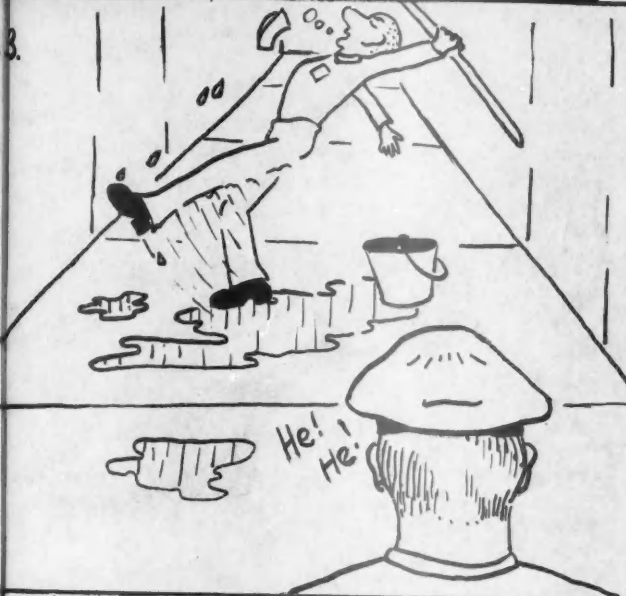
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Not LONG  
HOW LONG YOU  
Been in Bud?



5.



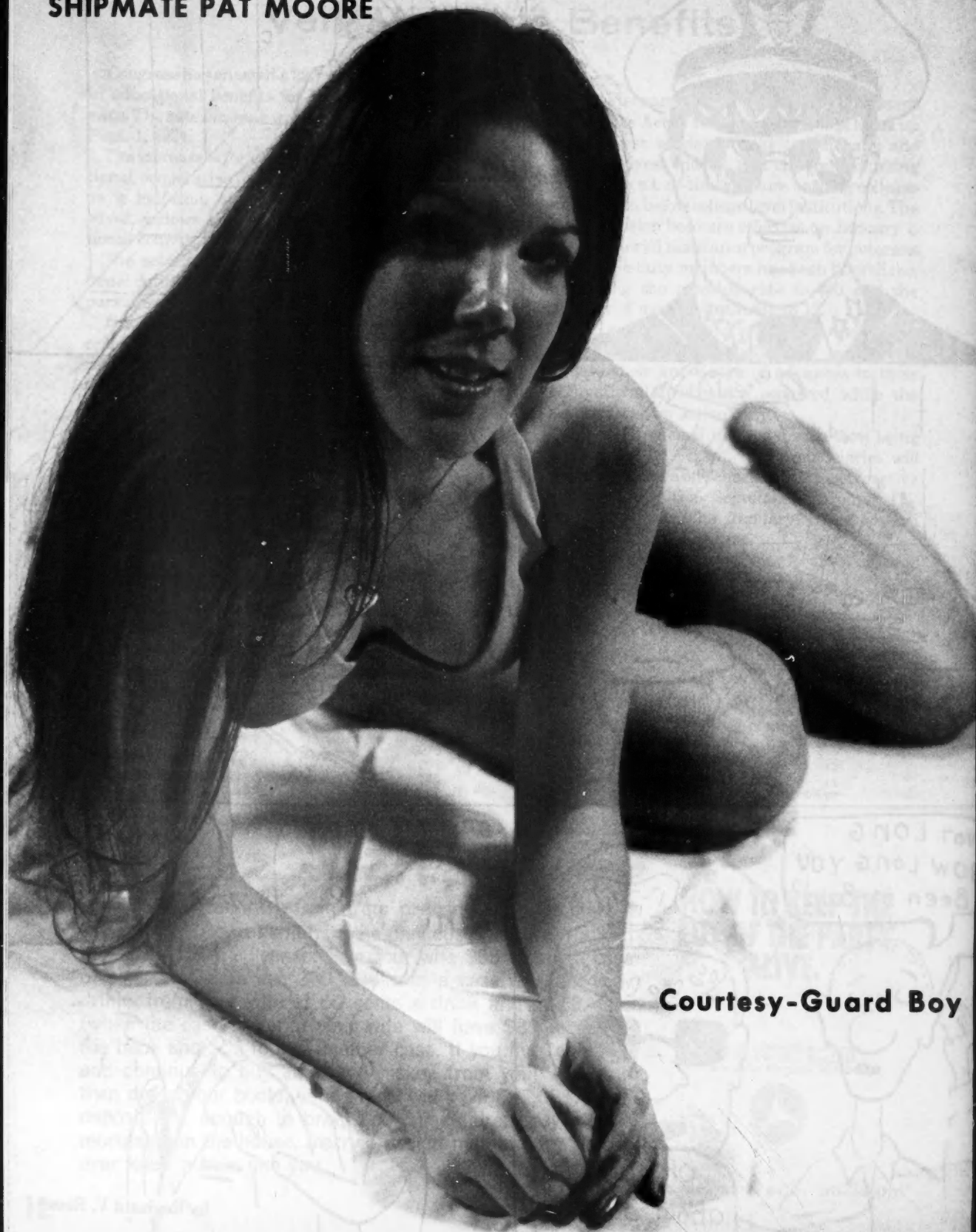
6.

30 years? My My  
its **HELL**  
aint it?

Oh Just  
about 30years

by Reginald V. Reese

**SHIPMATE PAT MOORE**



**Courtesy-Guard Boy**

